

and seeks to accomplish in this form an object, which, as an original proposition, would not have been attempted with any hope of success. This fact will not be denied, and in view of it we feel bound to pronounce the effort to procure by indirection, that which would not be asked for directly, as inviting legislation both vicious and dangerous in its tendency.

2d. To release the company from the only obligation by which they can be compelled to construct a Rail Road from Frederick to Hagerstown would operate a perpetual bar against the construction of that road especially if released upon the terms proposed, viz: an extension of the time within which the road may be constructed to *ten years* instead of *five* as provided for in the original act. It must be obvious to all, that by this extension (free from all obligations to make the road at any time from Frederick to Hagerstown) the State is locking up its most valuable privileges and withholding therefrom its own citizens, however willing and able they may be, even within one year from this time to construct this road as an independent road, with the privileges now asked for by the Metropolitan Rail Road Company no other road could be chartered for ten years to come. This in the minds of the undersigned is conclusive against the passage of the bill.

3d. It is against the interest of the State first *directly*, because the capitation tax now paid by Western travellers on passing over the Washington Branch of the Baltimore and Ohio Rail Road, is not imposed upon the Metropolitan Road, and consequently is so much lost to the State. Secondly, indirectly promoting the growth and prosperity of towns and communities beyond the limits of Maryland, and in conflict with the trade, and necessarily with the prosperity of the city of Baltimore, the commercial emporium of the State. And thirdly by impairing the revenue of the Baltimore and Ohio Rail Road in which the State has invested several millions of her credit, and thus disabling that road in its duty to protect the State against actual or possible loss.

The undersigned presume that the House of Delegates are aware of a movement now under consideration looking to the disposal of the State's interest in the Chesapeake and Ohio Canal. How far it will be right and prudent by any present legislation to create impediments or impose difficulties in affecting the objects proposed, by creating a competing work almost in juxtaposition with the canal, must be left to the discretion and judgment of the Legislature.

For these and other reasons which the undersigned forbear to press upon the notice of the House, they beg leave to express their deliberate conviction that the bill reported by the committee ought not to pass.

L. J. BRENGLE,

WM. LOUGHRIDGE.